

The World

SATURDAY EVENING, SEPT. 20.
SUBSCRIPTIONS TO THE EVENING WORLD
(Including Postage)
PER MONTH.....\$3.00
PER YEAR.....\$36.00
VOL. 31.....NO. 10,933

Entered at the Post Office at New York as second class matter.

BRANCH OFFICES:
WORLD-UPPER OFFICE, 1507 BROADWAY,
between 131st and 132nd sts., New York.
BROOKLYN, 250 FULTON ST., HARLEM—
New Department, 150 East 135th st.
Advertisement rates, see page 10.
PHILADELPHIA, PA.—LEADER BUILDING,
112 SOUTH 4TH ST. WASHINGTON—630
14TH ST.
LONDON OFFICE—32 COCKSPUR ST., TRAFALGAR
SQUARE.

BALFOUR'S COURSE.

The course of Mr. Balfour in arresting Messrs. O'Brien and Dillon is still the subject of much discussion. If his object was to prevent those gentlemen from coming to America to awaken interest in Ireland, his action is more calculated to help the cause of the Irish party than to weaken it. The arrest of those leaders will arouse strong feeling in Irishmen, and those in America could hardly have had a better appeal made to their sympathy for the mother country.

The Nationalist organization will profit by this stupid policy on the part of Balfour. Mr. HARRINGTON, Secretary of the National League, believes that this measure was one to which Balfour was urged by the landlords who wished to cripple the League at a time when the support of such men as O'Brien, Dillon and the other leaders was most needed.

The plan of sending speakers to America to present the condition and needs of Ireland to the Irish-Americans has not been abandoned, and the fact that the English Government has permitted the prominent men who were destined to this mission will be an excellent advertisement for those who may be assigned to this duty.

If there is anything which should kindle the Irish heart to enthusiasm for the Irish cause it is exhibitions of despotic conduct on the part of the English Government. Balfour has helped Ireland more than England probably by this unseemly act of his.

THE WORLD'S FAIR.

Col. GEORGE P. DAVIS has been appointed Director General of the World's Fair. Mr. DAVIS is not a Chicagoan by birth, but has been identified with the place for years. It was largely due to his exertions that Chicago captured the Fair, as he has labored indefatigably in its interest ever since the project was broached.

Col. DAVIS will do well to bear steadily in mind that he is the director of a World's Fair to be held in Chicago, and that Chicago is not the world. The largest crowd views of this National undertaking should obtain in those charged with its accomplishment. All the country is interested in the great event.

RECOUNT OF THE CITY.

MAYOR GRANT'S request to the Police Board to detail members of the force for the duty of getting the census of New York City has been complied with, and the Board announces that it will set about the task as soon as possible.

Mr. FORTER is said to have declared that those disclosed in a new count who were omitted on the official count will be added to that, after they have been verified. This is very gratifying since this will result in an official count which will have been made under conditions the most likely to secure accuracy.

One of the causes for divorce alleged by a wife is that her husband used to grind his teeth at night, so that the bedsteads were quite disturbed, while she was completely quiet. Generally the husband is more given to grinding down his wife than his teeth, but it is clear that a gentleman who will awake nights gnashing his teeth is not an apt candidate for the matrimonial altar.

A strike recently occurred because the boxes objected to the men regarding themselves on beer three times a day with a real regularity. The strikers declared that the work was hot and the beer was not in the nature of a necessity than an indulgence. The employers gave in and the workmen have returned to toil, sweetened by the amber brew.

A dear old farmer in Ohio has been done out of \$3,000 by two sharpers. It was the same old story, a bag full of money, "not negotiable," the borrowing of the money to tide over a temporary tightness and the disappearance of the money and the man. To think that an Ohio man should be caught at this game!

Is there anything so bad that something good cannot be predicated of it? An Austrian physician says a bee's sting is sure for rheumatism. If you see a person anxiously looking up a bee put him down as a rheumatic victim.

OPEN THE DOORS!

School Children Who Are Compelled to Wait Out in the Rain.

An Evil in Our School System That Should Be Remedied at Once.

The Doors Never Open Before 8.30 O'clock in the Morning.

Fear of Lateness Often Brings the Children Earlier, and They Have to Stand in the Street.

There are 144,760 pupils in the public schools of New York. During the past eight days of incessant rain this vast army of young children was kept out on the public streets every morning until 8.30 o'clock waiting for the school doors to open. This is in accordance with school law. But at variance with health, reason, humanity and justice, these schools were built for the children, they belong to the children; if there were no children they would not be maintained and the occupation of the teacher and the honors of the Commissioner would be gone.

Such being the case it is an outrage that any door should be locked to the child desiring admission. Take, for example, No. 69, in Fifty-fourth street, just west of Sixth avenue, which is considered one of the best schools in the whole system. It is not more than twelve years old, but far from healthy, hygienically, Principal Julia Elliott being obliged to close two classrooms in the Primary Department because of the very offensive and deleterious affluvia from the closets in the basement, which precaution against disease deprives about one hundred little children of suitable and convenient education for study.

The average daily attendance is about 1,800, in all grades and both departments, with a reputation as far as 70 pupils a week. The children, enrolled in this temple of learning are extremely nice, belonging to what might be called the representative homes of New York.

There are the juvenile orchids, the pale white lilies and the fragile violets from the exclusive apartment-houses and brownstones of the Park; they wear knee-breeches, plaid frocks and custom-made shoes of the finest importation; they have their staid waiters, their staid nurses, their staid governesses, their staid carriages. There are the sturdy, simple, winsome little men and women from the comfortable, cultured homes, in sensible frocks, Malton jackets and stout shoes.

There are the modest little roses from cozy flats in simple russet-brown, and there are the small, sweet blossoms of humanity struggling so bravely to make sunshine out of the gloom that pervades the poor little tenement rooms in which they have been planted.

These children, in the aggregate, range from five to sixteen years of age, and they come from all sections of the city reaching 12 West Fifty-fourth street by crowded, uptown and downtown cars. Even One Hundred and Fifty-fifth street contributes to the daily attendance of this very excellent school.

Now, it is not to be expected that a boy or girl between five and fourteen, who lives a distance of one or four miles from the school, can calculate with accuracy the time necessary to travel. The teacher is most eloquent in impressing upon the child the importance of punctuality and at the same time most emphatic in telling him not to come to school before 8.30 o'clock.

There is a certain disgrace attending a case of tardiness to which a sensitive child is unequal. She may be admonished before the assembly of classes, she may be transferred to a lower division; she can not escape the note of complaint sent to her home, the thirty minutes' detention after school nor the exclusion from the privileges enjoyed by the meritorious pupils.

To avoid this ignominy she leaves home as soon as she has breakfasted, reaches the school-house at 8 o'clock very often and as a reward for her fidelity and punctuality gets what?

The privilege of standing on the pavement regardless of the weather, for thirty minutes if she is a grammarian and forty if a primary.

Friday morning at 8.15 o'clock there were ninety little girls in front of No. 69. Monday I counted 176, and Tuesday morning fifty-five.

The rain was coming down in torrents, and many of the children had no protection whatever against the storm. Nearly all carried lunch-baskets or boxes, and not a few little parcels had the paper washed off by the rain. Some wore old coats and rubber boots or sandals; others had serviceable water-proof wraps, many had umbrellas, but the majority had nothing for protection.

Glumly spruce, cold dresses and waists were dripping wet, and tan shoes, half-shoes and broken shoes were soaked through and through. Several times the children appeared at the window, but that stern devotion to duty on which his office depends prevented him from opening the door.

The neighborhood is varied in character. There is a veterinary college near by, opposite is a blacksmith shop and a whiskey shop, and every stable and carriage and wagon repositories abound. Some of the older girls were crowded in an adjoining area and the entrance to a tenement-house was blocked. Now and then a good-natured bumpkin passed with a snuff of kindling wood or a supply of groceries and roughly sneezed in the way through the dripping crowd. His observations, while not harmful, were neither pertinent nor wholesome.

We like to save the child's ears, especially the little girls, from the raucous of the toddlers of five, six and seven, were not out in the storm. Some were at the verge

20 DEAD FOUND.

And More Believed to Lie Yet Under the Reading Wreck.

The List of the Injured, at Noon, Numbered Forty-five.

300 Rescuers Were at Work All Through the Night.

REPORT TO THE EVENING WORLD. Reading, Pa., Sept. 20.—Up to noon, today, the bodies of twenty persons had been taken out of last night's wreck at Shoenekerville, on the Reading road, and there was every indication that there were more bodies pinned to the bottom of the river by the passenger cars.

At the same hour the list of injured numbered forty-five. Fourteen bodies were brought to this city at 10 o'clock, among them being that of George H. Kaecher, of Pottsville, the general counsel of the Reading Railroad Co., and one of Pennsylvania's ablest lawyers. He perished in the parlor car.

The engine, tender, mail baggage and passenger cars still lie in the river, and it will be difficult work to raise them. A singular fact is that the body of only one woman has been taken out, while every one agrees that there were a number of women on the train.

The correct story of the wreck is briefly as follows: The Williamsport express left this city at 6.05 o'clock, crowded, with two Pullman coaches, the Elwin and Gratiano, and three ordinary coaches filled with passengers. The train was headed by a mail car, a baggage and an express car. The train left this city ten minutes late. It is known as the Pottsville express, and was running at the rate of at least thirty-eight to forty miles an hour.

Above Shoenekerville there is a curve where the railroad is about 18 to 20 feet higher than the Schuylkill River. Here shortly before 8 o'clock a freight train, the latter on the opposite track, and before the train had time to go back, to warn any approaching train of the danger the Pottsville express came around the curve and ran into the wrecked coal cars on its track.

The locomotive, tender, the baggage and mail car, and the first Pullman car and a smoker, plunged down into the river. Three other ordinary coaches were thrown down the embankment and badly smashed and splintered, but did not reach the water. The Pullman car, part of which was cut off by the water, caught fire, but the fire was extinguished by some of the train hands before it made any headway.

The engine went over the embankment at such a frightful rate of speed that it plunged through the rocky bottom of the river, dragging the imprisoned passengers and partly telescoping the cars. The wreck, which lay in an inaccessible place, and it was some time before help could be secured and word telegraphed to this city, and darkness coming on added to the difficulty.

As soon as possible word was sent to this city for all the physicians who could be secured, and a special train was sent up with a number of a large force of wreckers and laborers.

In the mean time a large number of people from the country had gathered and were assisting the unimpaired passengers to rescue the dead and wounded.

The work of the day, but overcrowded factor after the arrival of an electric light car, by the aid of which the awful scene was illuminated.

More than 100 men kept up the work through the night.

Following is a list of the identified dead: JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

20 DEAD FOUND.

And More Believed to Lie Yet Under the Reading Wreck.

The List of the Injured, at Noon, Numbered Forty-five.

300 Rescuers Were at Work All Through the Night.

REPORT TO THE EVENING WORLD. Reading, Pa., Sept. 20.—Up to noon, today, the bodies of twenty persons had been taken out of last night's wreck at Shoenekerville, on the Reading road, and there was every indication that there were more bodies pinned to the bottom of the river by the passenger cars.

At the same hour the list of injured numbered forty-five. Fourteen bodies were brought to this city at 10 o'clock, among them being that of George H. Kaecher, of Pottsville, the general counsel of the Reading Railroad Co., and one of Pennsylvania's ablest lawyers. He perished in the parlor car.

The engine, tender, mail baggage and passenger cars still lie in the river, and it will be difficult work to raise them. A singular fact is that the body of only one woman has been taken out, while every one agrees that there were a number of women on the train.

The correct story of the wreck is briefly as follows: The Williamsport express left this city at 6.05 o'clock, crowded, with two Pullman coaches, the Elwin and Gratiano, and three ordinary coaches filled with passengers. The train was headed by a mail car, a baggage and an express car. The train left this city ten minutes late. It is known as the Pottsville express, and was running at the rate of at least thirty-eight to forty miles an hour.

Above Shoenekerville there is a curve where the railroad is about 18 to 20 feet higher than the Schuylkill River. Here shortly before 8 o'clock a freight train, the latter on the opposite track, and before the train had time to go back, to warn any approaching train of the danger the Pottsville express came around the curve and ran into the wrecked coal cars on its track.

The locomotive, tender, the baggage and mail car, and the first Pullman car and a smoker, plunged down into the river. Three other ordinary coaches were thrown down the embankment and badly smashed and splintered, but did not reach the water. The Pullman car, part of which was cut off by the water, caught fire, but the fire was extinguished by some of the train hands before it made any headway.

The engine went over the embankment at such a frightful rate of speed that it plunged through the rocky bottom of the river, dragging the imprisoned passengers and partly telescoping the cars. The wreck, which lay in an inaccessible place, and it was some time before help could be secured and word telegraphed to this city, and darkness coming on added to the difficulty.

As soon as possible word was sent to this city for all the physicians who could be secured, and a special train was sent up with a number of a large force of wreckers and laborers.

In the mean time a large number of people from the country had gathered and were assisting the unimpaired passengers to rescue the dead and wounded.

The work of the day, but overcrowded factor after the arrival of an electric light car, by the aid of which the awful scene was illuminated.

More than 100 men kept up the work through the night.

Following is a list of the identified dead: JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

20 DEAD FOUND.

And More Believed to Lie Yet Under the Reading Wreck.

The List of the Injured, at Noon, Numbered Forty-five.

300 Rescuers Were at Work All Through the Night.

REPORT TO THE EVENING WORLD. Reading, Pa., Sept. 20.—Up to noon, today, the bodies of twenty persons had been taken out of last night's wreck at Shoenekerville, on the Reading road, and there was every indication that there were more bodies pinned to the bottom of the river by the passenger cars.

At the same hour the list of injured numbered forty-five. Fourteen bodies were brought to this city at 10 o'clock, among them being that of George H. Kaecher, of Pottsville, the general counsel of the Reading Railroad Co., and one of Pennsylvania's ablest lawyers. He perished in the parlor car.

The engine, tender, mail baggage and passenger cars still lie in the river, and it will be difficult work to raise them. A singular fact is that the body of only one woman has been taken out, while every one agrees that there were a number of women on the train.

The correct story of the wreck is briefly as follows: The Williamsport express left this city at 6.05 o'clock, crowded, with two Pullman coaches, the Elwin and Gratiano, and three ordinary coaches filled with passengers. The train was headed by a mail car, a baggage and an express car. The train left this city ten minutes late. It is known as the Pottsville express, and was running at the rate of at least thirty-eight to forty miles an hour.

Above Shoenekerville there is a curve where the railroad is about 18 to 20 feet higher than the Schuylkill River. Here shortly before 8 o'clock a freight train, the latter on the opposite track, and before the train had time to go back, to warn any approaching train of the danger the Pottsville express came around the curve and ran into the wrecked coal cars on its track.

The locomotive, tender, the baggage and mail car, and the first Pullman car and a smoker, plunged down into the river. Three other ordinary coaches were thrown down the embankment and badly smashed and splintered, but did not reach the water. The Pullman car, part of which was cut off by the water, caught fire, but the fire was extinguished by some of the train hands before it made any headway.

The engine went over the embankment at such a frightful rate of speed that it plunged through the rocky bottom of the river, dragging the imprisoned passengers and partly telescoping the cars. The wreck, which lay in an inaccessible place, and it was some time before help could be secured and word telegraphed to this city, and darkness coming on added to the difficulty.

As soon as possible word was sent to this city for all the physicians who could be secured, and a special train was sent up with a number of a large force of wreckers and laborers.

In the mean time a large number of people from the country had gathered and were assisting the unimpaired passengers to rescue the dead and wounded.

The work of the day, but overcrowded factor after the arrival of an electric light car, by the aid of which the awful scene was illuminated.

More than 100 men kept up the work through the night.

Following is a list of the identified dead: JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

20 DEAD FOUND.

And More Believed to Lie Yet Under the Reading Wreck.

The List of the Injured, at Noon, Numbered Forty-five.

300 Rescuers Were at Work All Through the Night.

REPORT TO THE EVENING WORLD. Reading, Pa., Sept. 20.—Up to noon, today, the bodies of twenty persons had been taken out of last night's wreck at Shoenekerville, on the Reading road, and there was every indication that there were more bodies pinned to the bottom of the river by the passenger cars.

At the same hour the list of injured numbered forty-five. Fourteen bodies were brought to this city at 10 o'clock, among them being that of George H. Kaecher, of Pottsville, the general counsel of the Reading Railroad Co., and one of Pennsylvania's ablest lawyers. He perished in the parlor car.

The engine, tender, mail baggage and passenger cars still lie in the river, and it will be difficult work to raise them. A singular fact is that the body of only one woman has been taken out, while every one agrees that there were a number of women on the train.

The correct story of the wreck is briefly as follows: The Williamsport express left this city at 6.05 o'clock, crowded, with two Pullman coaches, the Elwin and Gratiano, and three ordinary coaches filled with passengers. The train was headed by a mail car, a baggage and an express car. The train left this city ten minutes late. It is known as the Pottsville express, and was running at the rate of at least thirty-eight to forty miles an hour.

Above Shoenekerville there is a curve where the railroad is about 18 to 20 feet higher than the Schuylkill River. Here shortly before 8 o'clock a freight train, the latter on the opposite track, and before the train had time to go back, to warn any approaching train of the danger the Pottsville express came around the curve and ran into the wrecked coal cars on its track.

The locomotive, tender, the baggage and mail car, and the first Pullman car and a smoker, plunged down into the river. Three other ordinary coaches were thrown down the embankment and badly smashed and splintered, but did not reach the water. The Pullman car, part of which was cut off by the water, caught fire, but the fire was extinguished by some of the train hands before it made any headway.

The engine went over the embankment at such a frightful rate of speed that it plunged through the rocky bottom of the river, dragging the imprisoned passengers and partly telescoping the cars. The wreck, which lay in an inaccessible place, and it was some time before help could be secured and word telegraphed to this city, and darkness coming on added to the difficulty.

As soon as possible word was sent to this city for all the physicians who could be secured, and a special train was sent up with a number of a large force of wreckers and laborers.

In the mean time a large number of people from the country had gathered and were assisting the unimpaired passengers to rescue the dead and wounded.

The work of the day, but overcrowded factor after the arrival of an electric light car, by the aid of which the awful scene was illuminated.

More than 100 men kept up the work through the night.

Following is a list of the identified dead: JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

20 DEAD FOUND.

And More Believed to Lie Yet Under the Reading Wreck.

The List of the Injured, at Noon, Numbered Forty-five.

300 Rescuers Were at Work All Through the Night.

REPORT TO THE EVENING WORLD. Reading, Pa., Sept. 20.—Up to noon, today, the bodies of twenty persons had been taken out of last night's wreck at Shoenekerville, on the Reading road, and there was every indication that there were more bodies pinned to the bottom of the river by the passenger cars.

At the same hour the list of injured numbered forty-five. Fourteen bodies were brought to this city at 10 o'clock, among them being that of George H. Kaecher, of Pottsville, the general counsel of the Reading Railroad Co., and one of Pennsylvania's ablest lawyers. He perished in the parlor car.

The engine, tender, mail baggage and passenger cars still lie in the river, and it will be difficult work to raise them. A singular fact is that the body of only one woman has been taken out, while every one agrees that there were a number of women on the train.

The correct story of the wreck is briefly as follows: The Williamsport express left this city at 6.05 o'clock, crowded, with two Pullman coaches, the Elwin and Gratiano, and three ordinary coaches filled with passengers. The train was headed by a mail car, a baggage and an express car. The train left this city ten minutes late. It is known as the Pottsville express, and was running at the rate of at least thirty-eight to forty miles an hour.

Above Shoenekerville there is a curve where the railroad is about 18 to 20 feet higher than the Schuylkill River. Here shortly before 8 o'clock a freight train, the latter on the opposite track, and before the train had time to go back, to warn any approaching train of the danger the Pottsville express came around the curve and ran into the wrecked coal cars on its track.

The locomotive, tender, the baggage and mail car, and the first Pullman car and a smoker, plunged down into the river. Three other ordinary coaches were thrown down the embankment and badly smashed and splintered, but did not reach the water. The Pullman car, part of which was cut off by the water, caught fire, but the fire was extinguished by some of the train hands before it made any headway.

The engine went over the embankment at such a frightful rate of speed that it plunged through the rocky bottom of the river, dragging the imprisoned passengers and partly telescoping the cars. The wreck, which lay in an inaccessible place, and it was some time before help could be secured and word telegraphed to this city, and darkness coming on added to the difficulty.

As soon as possible word was sent to this city for all the physicians who could be secured, and a special train was sent up with a number of a large force of wreckers and laborers.

In the mean time a large number of people from the country had gathered and were assisting the unimpaired passengers to rescue the dead and wounded.

The work of the day, but overcrowded factor after the arrival of an electric light car, by the aid of which the awful scene was illuminated.

More than 100 men kept up the work through the night.

Following is a list of the identified dead: JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.

JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured. JOHN W. SHOMO, Reading, badly injured.



VULCAN AT THE FORGE—POWER, VIGOR, STRENGTH!
How many of you who gaze on this picture, mythology's highest perfection of physical and nerve strength, but feel how great a thing is health, how wonderful a blessing is strength; for with health of body, strength of nerve and vigor of brain, human powers are almost limitless and all the pleasures of this joyous world are at command.

Alas, how weak you feel yourself! You have lost your health and strength and are weak in body. Overwork, strain of mind or sleepless nights have tired your